



US Army Corps
of Engineers

GREATER NEW ORLEANS HURRICANE AND STORM DAMAGE RISK REDUCTION SYSTEM (HSDRRS)

Status - June 2011

N

Assessment Guide

- 100-yr Risk Reduction Established
- Work Suspended Until High River Stages Recede

Note:

- Concrete structures are built to a higher elevation to accommodate future subsidence.
- Levees will require future lifts to accommodate subsidence.

Engineered Interim Structures

Meets 100-year design criteria. Temporary in nature, to be replaced by permanent features

Engineered Construction Closures

Rapidly deployed measure, ex. sand baskets, used to close discrete access points that are under construction, like railroad/highway crossings

Secondary Line of Protection

- Mississippi River Levee (Non-HSDRRS)
- River Miles
- Locks
- Pump Station

Different Sections of Levee/Floodwall

ALL ELEVATIONS ARE NAVD 88 (2004.55)

Date: 27 MAY-2011
Edition 1.0 - EGIS Map ID No. 11-039
Map produced by the U.S. Army Corps of Engineers - New Orleans
<http://www.mvn.usace.army.mil/hps2/pdf/riskstatusmap.pdf>

Western Tie-In UP Railroad Floodgate and LA 18 Hwy Crossing
WBV-77
Structural sheetpile and sand baskets at railroad crossing

Western Tie-In BNSF Railroad Floodgate
WBV-75
Structural sheetpile and sand baskets at railroad crossing

Western Tie-In Hwy 90 Crossing
WBV-73
Sand baskets at utility crossings and across Hwy 90 deployed for storm threat

Lake Cataouatche Pump Station Fronting Protection
WBV-15a.2
Sand baskets

Lake Cataouatche Levee PS to Bayou Segnette State Park
WBV-15a.2
Structural sheetpile at utility crossing and sand baskets

Bayou Segnette Floodwall
WBV-24
Sand baskets

Segnette Pump Station Fronting Protection
WBV-16b
Structural sheetpile and sand baskets

Bayou Segnette Complex
WBV-16.2
Interim Barge Gate; structural sheetpile and sand baskets

Westwego to Harvey Utility Crossings
WBV-14j
Sand baskets

Ames and Mt Kennedy Pump Station Fronting Protection
WBV-37
Sand baskets

Highlights:

- New Orleans area has best perimeter defense in its history
- Strengthened and improved nearly 120 miles of levees, floodwalls, gated structures and pump stations
- HSDRRS levees co-located with Mississippi River levees will be completed when river stages recede
- Risk of flooding from storm surges greatly reduced as construction continues

West Return Floodwall (Northern Segment)
LPV-03.2B
Protected side stability berm along existing wall and sand bags between discharge pipes at pump station

West Return Floodwall (Southern Segment)
LPV-03.2A
Protected side stability berm along existing wall and sand baskets placed on crown of existing levee

Airport Runway Levee
LPV-03d.2
Sand baskets placed along 700 ft of existing crown between railroad gate and landing lights

Bridge Abutments and Floodwall Tie-ins at Causeway
LPV-17.2
The EJLD will place large sandbags across Causeway Blvd in advance of storm arrival

Jefferson Parish Fronting Protection
LPV-09.2
Additional H-Piles and concrete slab will reinforce existing foundation and walls @ Elmwood and Suburban

Seabrook Floodgate Complex
IHNC-01
Sand Cell Cofferdam

Permanent Canal Closures and Pumps
PCCP-01
Interim Closure Structures

Seabrook Floodgate Complex

IHNC Surge Barrier

GIWW West Closure Complex
WBV-90
Interim sheetpile wall between navigation gate and 404c floodwall west side of GIWW

Eastern Tie-In Hero Canal Closure Structure
WBV-09b
Structural braced sheetpile across bypass channel and sand baskets

Eastern Tie-In to Hwy 23 (Belle Chasse Hwy) Closure
WBV-09c
Sand baskets; stockpiled and deployed for storm threat



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Bonabel Pump Station
Lakefront Levee



17th St. Outfall Canal
Interim Closure Structure



Seabrook Floodgate
Complex



New Orleans East
I-10 Crossing



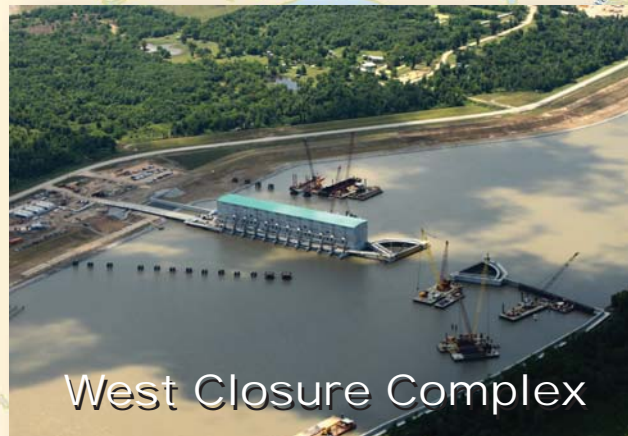
IHNC Surge
Barrier Wall



St. Bernard
Floodwall



Harvey Canal Floodwall



West Closure Complex



Eastern Tie-In

